

**Dall Forestry, Perth & Kinross:
Historic Environment Assessment & Survey
Appraisal**



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on behalf of Mark Hamilton Landscape Services

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Executive Summary

1. A historic environment assessment was required by Mark Hamilton Landscape Services to inform a proposed planting scheme at Dall, near Struan, Perth & Kinross. A desk-based assessment and walkover survey was designed to establish a sound baseline on the historic environment within the landholding and to make recommendations on its management. The findings of the assessment and survey are presented in this report.
2. Five historic environment sites were identified and are considered within this report (Table 1). These are: three cairns (**S1 to S3**), a field boundary (**S4**) and an offcut section of an 18th century Military Road (**S5**).
3. Based on the evidence gathered for this assessment, positive management has been recommended to safeguard sites **S4** and **S5**.

Introduction

4. A historic environment assessment and survey was required by Mark Hamilton Landscape Services to inform a programme of tree planting in the vicinity of Dall, near Calvine, Perth & Kinross (centred on NN 734 687). These works were designed to inform on the nature, form and extent of any historic environment assets present within the defined areas, based on archival sources and site inspection undertaken through the walkover survey. From this baseline, management guidelines are presented that seek to protect significant sites in an appropriate setting.
5. This report has been prepared to support Mark Hamilton Landscape Services to address UKFS Historic Environment Guidelines (2011), specifically Good Forestry Practice Requirements 1 to 4.

Topographic and Geological Background

6. The assessment area is located 2km southeast of the Dalnacardoch Lodge on the southern side of Glen Garry, to the west of Calvine. It comprises a 429ha area of land containing the summit of Meall a' Chathaidh (521mOD) and the north facing slopes.
7. The area includes part of the course of the Allt an Eachdridh that drains the high ground to the west as well as the Allt Ceann Dalachan and other unnamed burns draining the slopes of Meall a' Chathaidh; all flowing down into the River Garry to the north. The northern boundary of the area is the railway line to Inverness, the western the minor road from Dalnacardoch Lodge to Dalchalloch (climbing over the saddle between Meall a' Chathaidh and Meall Dail Chealaich to fall into Glen Eochty).
8. The study area can be characterised geologically as comprising lower (bedrock) geology of Quartzite (Tummel Formation) combined with superficial deposits of hummocky (moundy) Glacial Deposits – Diamicton. The study area has been enclosed by a modern boundary wire and pots fence to the South and the Perth-Inverness railway line to the North. The study area consists of very rough grazing with bracken and heather infestations alongside areas of boggy land. The study area appears to be used for sheep grazing with some wild animals still using the area.

Project Works

9. The programme of works agreed with Mark Hamilton Landscape Services comprised a desk-based assessment and walkover survey.
10. The desk-based assessment consulted resources within:
 - ❖ Historic Environment Scotland (HES) Collections (including Canmore, Scheduled Monuments and other designations & the National Collection of Aerial Photography (NCAP));
 - ❖ Perth & Kinross Heritage Trust Historic Environment Record (known archaeological sites);
 - ❖ National Library of Scotland (bibliographic records, estate plans, historic Ordnance Survey and pre-Ordnance Survey mapping); and

- ❖ Local museums, libraries and other archives (Old & New Statistical Accounts, local history books).
11. The walkover survey comprised:
- ❖ classification of the archaeological sites and monuments;
 - ❖ compilation of a written site description (objective measured description; subjective site interpretation; site condition; site evaluation [using FES categorisation guidelines]; and management recommendations if appropriate);
 - ❖ production of a photographic record (digital) of all sites; and
 - ❖ location of all archaeological site limits and elements by DGPS equipment (Leica GS50) allowing real-time correction to Ordnance Survey National Grid and Datum.
12. All works complied with the UKFS Historic Environment Guidelines, the Chartered Institute for Archaeologists' Standards and Policy Statements and Code of Conduct and Historic Environment Scotland Policy Statements.

Historic Environment Baseline

13. The desk based assessment identified five sites within the assessment area. None were protected by designation as a Scheduled Monument protected under the terms of the Ancient Monuments and Archaeological Areas Act 1979.

Previous Archaeological Works

14. There are no previous archaeological works recorded within the study area.

Prehistoric to Roman Land use

15. There is no evidence of occupation during the Neolithic, Bronze or Iron Age within the study area. There is a prehistoric standing stone (Canmore: 25155) and a cup and ring marked rock (Canmore: 300446) in Glen Errochty, 5km to the southeast of the study area showing that this was an occupied landscape during prehistory.
16. Due to the relatively low intensity of the land use across the assessment area and much of its surroundings, the limited survival of prehistoric field monuments as prominent features in the landscape is notable. The absence of such sites suggests either a consistent pattern of low intensity land use within these periods or occupation in a manner that has not formed discrete and identifiable field monuments.

Medieval and Later Periods

17. No definitively early medieval or medieval features are located within the assessment area.
18. The nearest area of medieval activity is at Old Struan 7km to the east of the study area. It takes the form of a motte (HES Scheduled Monument 3609) and early church (HES Scheduled Monument 16270). The motte is known as Tom an Tigh Mhoir and takes the form of a large circular grass covered mound. The church lies to the west of the Motte, and is dedicated to St Finnian. The church contains a number of carved stones including a cross slab and a stone with possible Pictish symbols. As with prehistoric field monuments, the low intensity of land use means that any significant medieval sites would most likely have survived as identifiable field monuments.
19. The study area is shown as open hillside on Bleu's and Moll's maps from the 17th and early 18th century (respectively) with no identified characteristics. The first identifiable development within the study area was the construction of the military road (**S5**). The road ran from Crieff to Dalnacurdoch, entering the study area as it ran north from Dalchalloch, climbing over the saddle between climbing between Meall a' Chathaidh and Meall Dail Chealaich. The road continues north onto the valley floor of Glen Garry before terminating 700m to the north of the study area where it joins the Dunkeld to Dalwhinnie road on the northern side of the River Garry. The construction of the Crieff to Dalnacurdoch road commenced in 1730, forming part of the network constructed by General Wade (and subsequently General Caulfield) to facilitate troop movements within Highland Scotland.

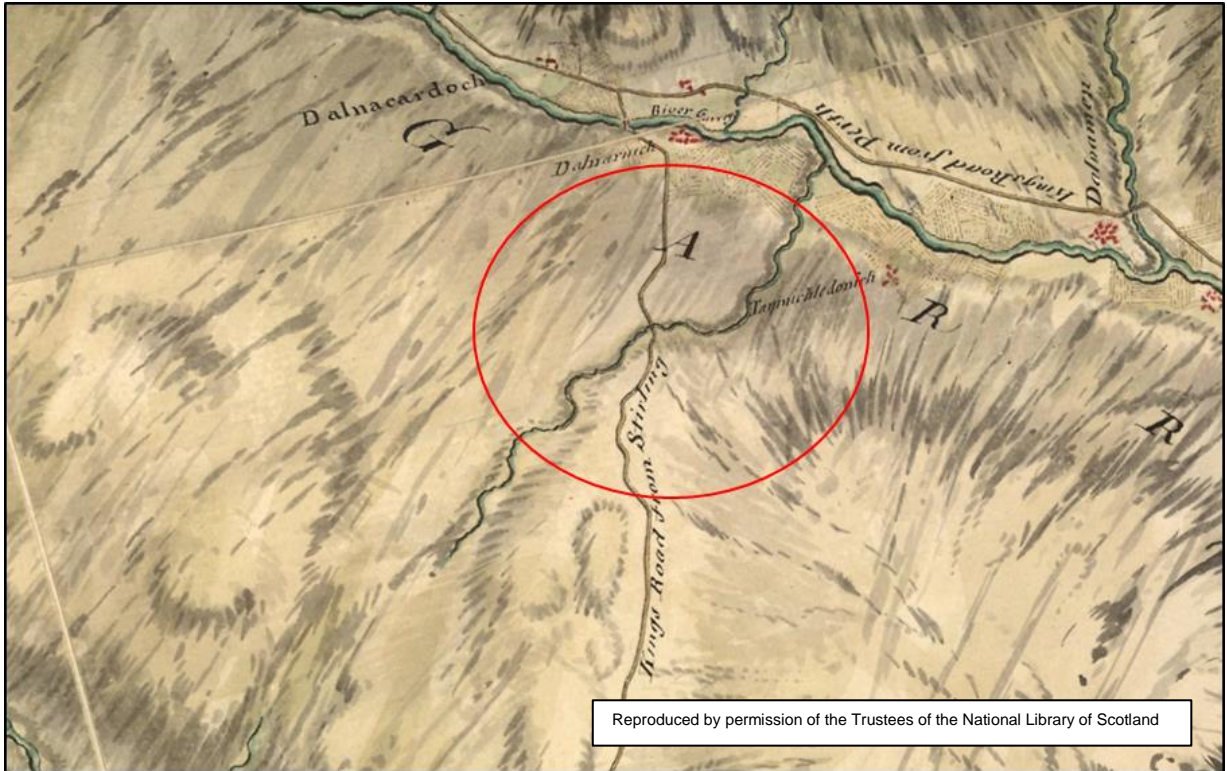


Figure 1a: Extract from Roy's Military Survey of Scotland (1747-52). Study area (approx.) shown in red.

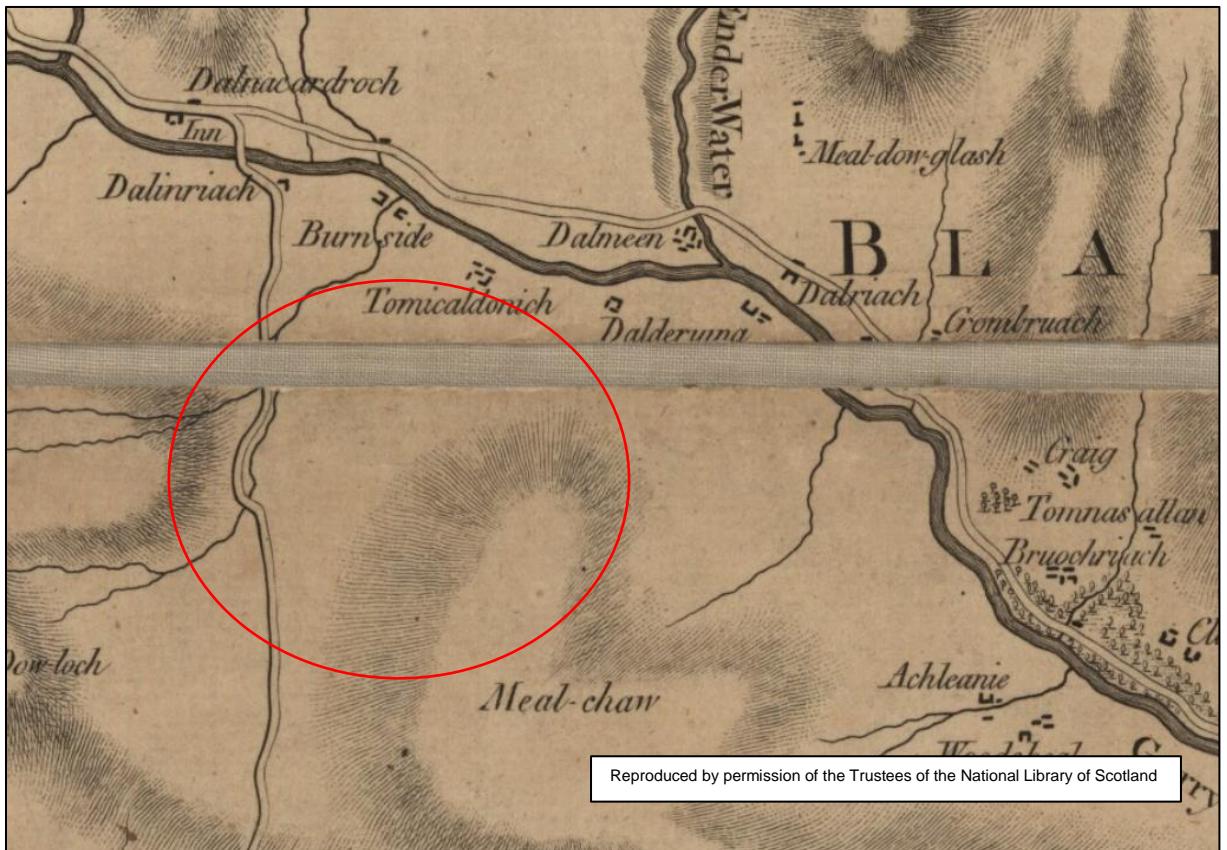


Figure 1b: Extract from Stobie's 1783 map. Study area (approx.) shown in red.

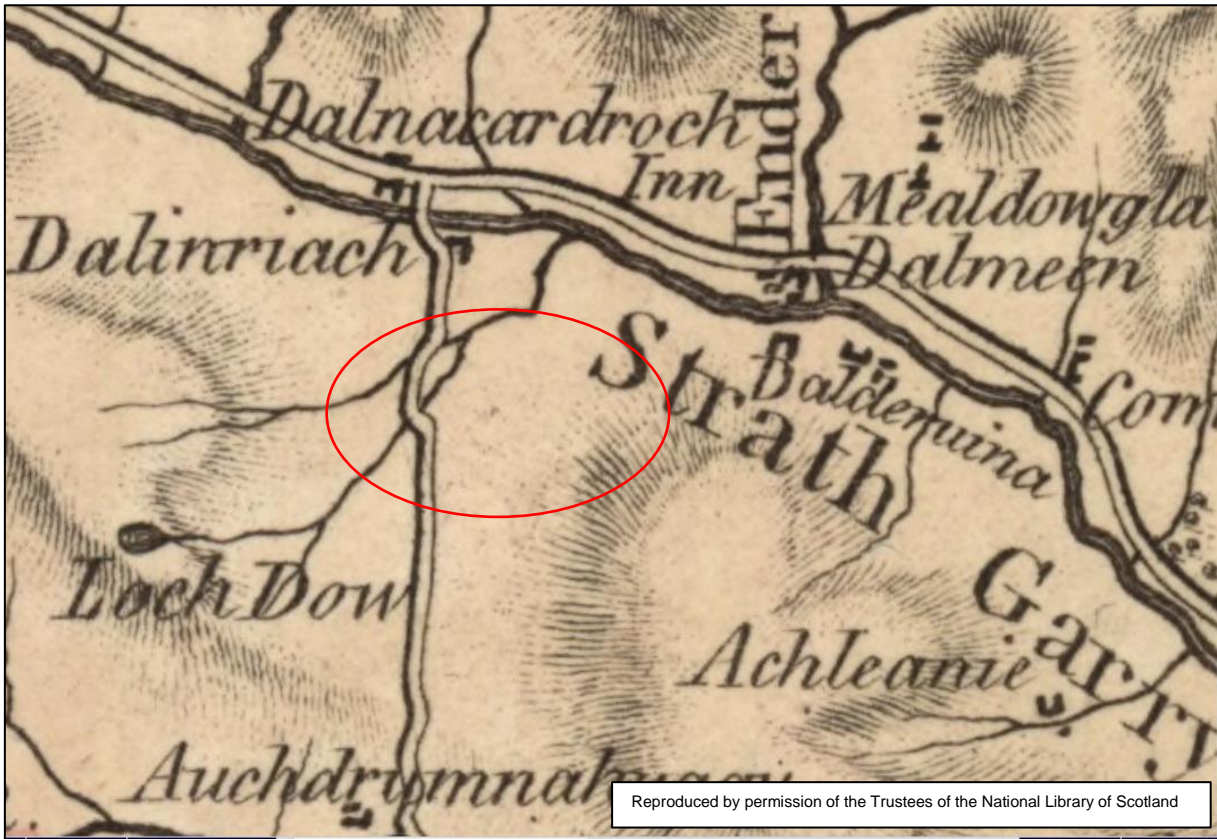


Figure 2a: Extract from Stobie's 1805 map. Study area (approx.) shown in red.



Figure 2b: Extract from Thomson's 1832 map. Study area (approx.) shown in red.

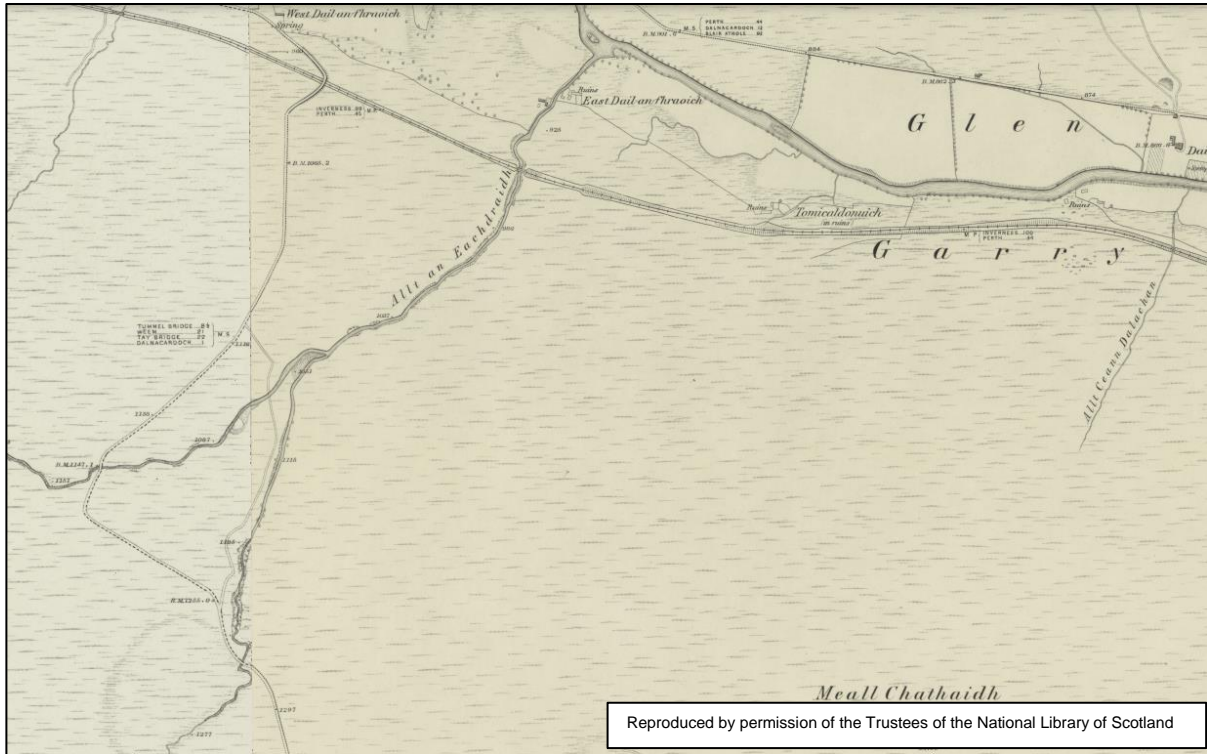


Figure 3a: 1st edition Ordnance Survey (1867) showing **S4** and **S5**.

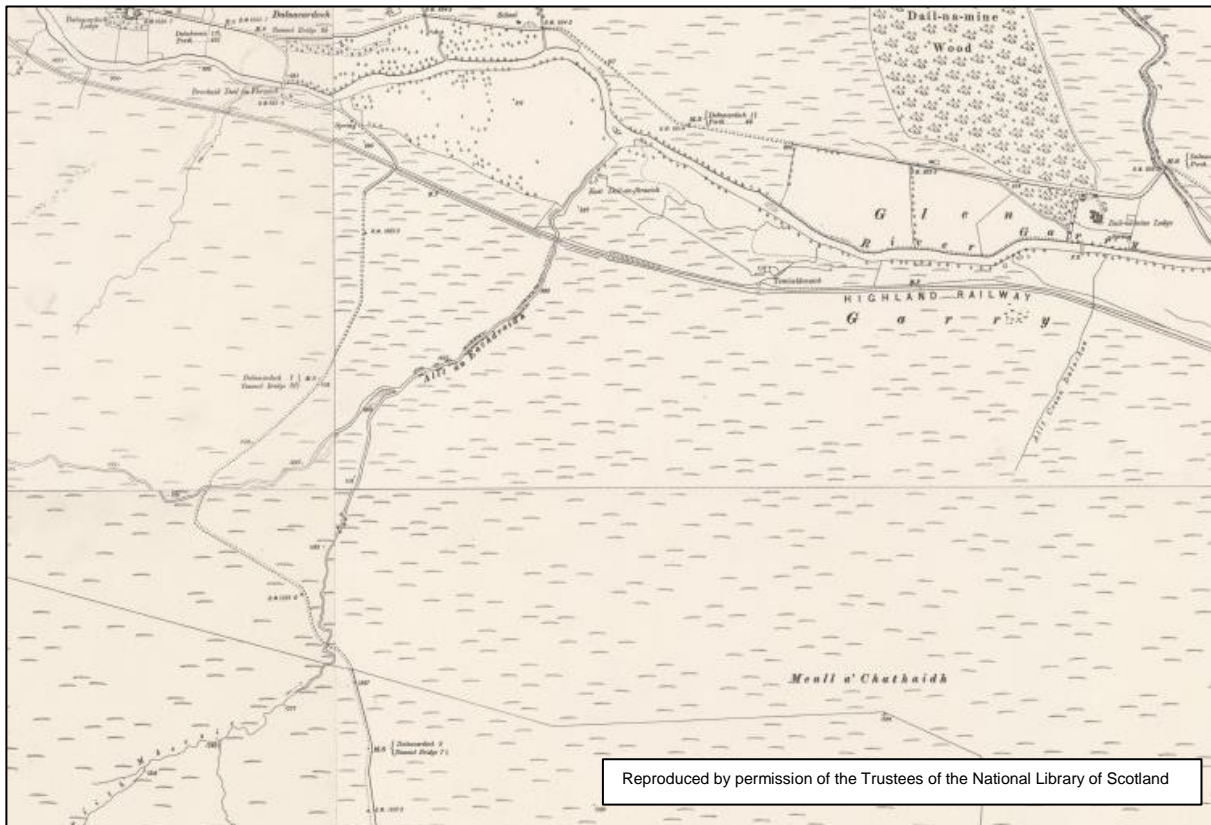


Figure 3b: 2nd edition Ordnance Survey (1898)

20. Typically the military road was designed for pedestrian traffic, delivering at times steep gradients and challenging routes for wheeled transport. The roads had a standard width of 4.9m (16 feet), although they could be as narrow as 3m (10 feet) when required. The roads were built from layers of stones in decreasing sizes topped with at least two feet of packed gravel. This upper surface was frequently repaired to ensure that the road remained in a good state of repair. The section of road within the study area is a cut off section of road that was abandoned when the road was improved in the early 19th century (note alignment change between 1832, Figure 2b, and 1867, Figure 3a), most likely to create a line more suitable for horse drawn vehicles.
21. Roy's Military Map of Scotland (1747-52) provides a near contemporary depiction of the landscape. This map (Figure 1a) shows the road (labelled '*Kings Road from Stirling*') falling down an open hillside before reaching the cultivated and settled valley floor. The road is shown crossing the Allt an Eachdridh with no clear marker for a bridge, unlike its crossing of the River Garry where a bridge is clearly marked. To the north of the study area on the valley floor two settlements are shown to the south of the River Garry, 'Dalnarnich' (Canmore 25135) on the west against the river and 'Taymichledonich' in the east against the base of slope. Both are shown within a large area of unenclosed arable cultivation.
22. The Old Statistical Account, written in 1792, describes the area as mainly consisting of small tenant farmers. It notes that traces of agriculture can be seen at higher areas than was farmed at that point. The parish of Blair Atholl had a population of 3120 people in 1791, although it was thought that the population was in decline. The transition from small holdings to sheep walks was actively being advanced by many landowners leading to an abandonment of these small holdings, although in some areas more subsistence farming remained.
23. James Stobie's 1783 and 1805 county plans of Perth and Clackmannan (Figures 1b and 2a) show the road (**S5**) in its original location running north-south through the study area. The study area continues to be shown as open hillside. A series of farmsteads are shown along the Garry to the north of the study area. An L-shaped structure is shown at the intersection of the road and the River Garry and marked as 'Dalinriach'. This is likely to be 'Dalnarnich' from Roy's plan. However, the complicated series of buildings shown on Roy's map appear to have been abandoned, leaving just the one structure. In addition, two L-shaped structures are shown on either side of the Allt an Eachdraidh as a farmstead named 'Burnside' (Canmore 131649). This farmstead is not shown on earlier mapping, indicating it is a new development. The farmstead 'Tomicaldonich' (Roy's 'Taymichledonich') is shown as a cluster of buildings in the east against the lower break of slope.
24. Stobie's 1805 map is drawn at a larger scale, so fewer detailed observations can be made from it. The farmstead of Dalinriach continues to be shown as an L-shaped building. Neither Burnside or Tomicaldonich are shown on this map, however this may simply be a product of the scale. Thomson's 1832 map (Figure 2b) shows the same road layout and arrangement of farmsteads as the 1783 map.
25. By the time of the New Statistical Account in 1845 the effects of the Clearances can be seen. The population of the parish had decreased to 2495 people, and a great many of the farmsteads had been removed to make way for sheep walks. This is likely to have been the period when Tomicaldonich was abandoned (**S4**). While the majority of the population still spoke Gaelic, English was becoming more common as time went on. There had been a number of 'improvement' works throughout the parish including a series of road works. The old military road north from Dunkeld had become a toll road and a great deal of work had been done to improve the condition of this route. This included moving sections on to an easier line. Although the Crieff to Dalnacurdoch road (**S5**) is not mentioned, it is distinctly possible that it was realigned as part of this general program of road works.
26. The study area is shown as unenclosed hillside on the 1st edition Ordnance Survey (1867). The farmsteads of Dalinriach and Burnside appear to have been renamed West and East Dail-an-fhraoich. West Dail-an-fhraoich comprises a rectangular building within an enclosure formed by the road and the River Garry. No trace of the L-shaped building can be seen, and it may have been rebuilt between 1783 and the Ordnance Survey surveying in 1860. East Dail-an-fhraoich retains the form of two roughly L-shaped ranges of buildings on either

side of the Allt an Eachdraidh seen on the earlier map. However, the buildings to the east side of the burn are shown as unroofed and labelled as Ruins. A series of buildings can be seen at Tomicaldonich are shown as unroofed and the farmstead is marked as 'in ruins'. This suggests that the increase in the number of farmsteads along the River Garry suggested an early phase of farm improvements at the end of the 18th century. As the landowners turned instead to keeping sheep, the population dropped and the farmsteads either contracted or were abandoned entirely.

27. A program of enclosure appears to have been undertaken throughout the flat land along the River Garry. As the maps between Roy's and the 1st Edition Ordnance Survey do not show the cultivation areas, the date of these enclosures cannot be pinned down any closer than 1752-1860. The Tomicaldonich Field System (**S4**) was part of this program. Within the development area it consists of a curved wall running northeast-southwest to the south of the railway. The wall does not connect to anything, suggesting that it was part of a planned enclosure that was under construction when the farmstead was abandoned.
28. The military road (**S5**) continued to be used but realigned to its present location to the west of the study area. The previous line of the road is no longer shown, although it may have continued to be used as a farm track. The Perth-Inverness rail line was constructed from 1861 to 1863 and forms the immediate northern boundary of the study area. The line of the railway is aligned to the base of the slope on the southern side of Glen Garry, presumably to avoid lying on the immediate flood plain. It separated the curving field boundary (**S4**) from the remainder of the field system, and indicated that at least the southern portion of the field system had fallen out of use by this time.
29. Unfortunately the Ordnance Survey Name Book (a contemporaneous account with the 1st edition Ordnance Survey map) for the parish of Blair Atholl was destroyed in an air raid during the Second World War and therefore could not be consulted.
30. The area remains unchanged on the 2nd edition Ordnance Survey, indicating that it continued to be used as open hillside (Figure 3b). Three cairns are shown on the modern Ordnance survey mapping (**S1**, **S2** and **S3**). They are not shown on any historical mapping and are therefore likely to be modern. These cairns are visible on modern aerial imagery.



Walkover Survey



31. The walkover survey took place in fine weather conditions, with bright sunshine and slightly overcast conditions encountered. The area lies South to the A9 and the South East of the modern Dalnacardoch Lodge. The modern railway of Perth to Inverness lies to the North of the area and the summit of Meal a' Chathaidh is located within the area towards the South East. The area was primarily filled with clusters of tussock grass, heather and stretches of bog land created by the sudden rainfall earlier in the week.
32. Throughout the area, there were groupings of naturally occurring loose granite boulders and many unnamed small streams and field drains that cut through the landscape and down the slope of Meal a' Chathaidh. The area has a distinct boundary line to the South with a modern forestry area and wooden post and wire fencing.
33. To the North of the area there are three ruinous settlements as located on the 1st OS; Dalnamein, Tomicaldonich and East Dail-an-fhraoich. The cairns of **S1**, **S2** and **S3** located within the walkover area could be associated with the settlements at the base of the valley. The field system **S4** is located 180m from the settlement of Tomicaldonich with the modern railway separating the two.
34. **S1** was difficult to identify during the walk over due to the construction of a modern boundary fence running alongside an area of forestry to the south. A modern track cuts through the northern area of the cairns co-ordinates. The area was densely covered in tussock grass as well as clusters of heather which hindered the identification of the cairn **S1**.
35. The cairn **S2** was distinct in the landscape and visible from the summit of Meal a' Chathaidh. A modern boundary fence ran alongside the South West base of the cairn. At the peak of **S2**, a collection of grouped stones sits with a post from an older boundary fence. The cairn


was densely covered in heather and surrounded by bog filled land. From the peak of **S2**, the three humped peaks of **S3** were visible to the North.

36. The summit was well defined in the landscape and appeared to have three peaks, of which two were determined to be natural. The highest peak held a small stone cairn **S3**. A spread of stone on the northern slope, downslope of the cairn, appears natural and may have been the source of the material used in the cairn. The slope continues and is subsequently cut off by a modern pathway created for a modern telephone mast (1984). To the South of **S3**, the cairn **S2** was visible.
37. A large grouping of naturally occurring loose granite stones was located 1205m down slope from **S3**. The stones may have been moved during the construction of the nearby railway line in 1863, however there is no discernible way of differentiating moved stones from those naturally placed. The stones lie approximately 130m from the settlement of Dalnamein with the modern railway line cutting through the centre. The stones appear natural in their location and clustering which can be linked to other grouping of natural stones throughout the area.
38. The field system was not discernible at the closest connection to the Railway line. The main body of **S4** was identified during the walk over as loose stones running in a line that were partially covered by bracken and heather. The field system ran on a NE-SW axis and measured a width of 1.3m. **S4** continues over two streams and subsequently ends as a large cluster of stones. The end of the field system could indicate a clearance cairn or that the field system was potentially disrupted due to the construction of the nearby railway line. **S4** is located 180m from the settlement of Tomicaldonich and could be associated with the enclosure though any connection has since been lost by the construction of the railway line.
39. General Wade's military road was identified in the Western area. The modern road weaves through the landscape initially following the 18th Century military road until a modern diversion to travel around the Allt Culaibh burn and cross at Allt Culaibh bridge. **S5** connects to the modern road and runs along a N-S axis. **S5** deviates from the modern road and cuts through the landscape running along the left bank of Feith Mhorair. The military road appears to be used by modern farming vehicles and those attending to a modern engineered structure on the left bank of Feith Mhorair roughly 100m from where the military road meets the modern road.
40. Both ends of the road **S5** are very distinct in the landscape with the central stretch identifiable yet partially covered by patches of heather and bracken. A modern farming structure of wooden post and wire appears to be located on the military road. The road passes through the Allt Culaibh however, the Allt Culaibh burn bridge was not discernible during the walkover with the road briefly disappearing into the high bracken before becoming visible when the road cuts around the small hills in the landscape. The road measured a width of 2m.

Table 1: Historic Environment Sites located within the assessment area

No	Site	HER Ref:	Description	NGR	Image from Site Inspection
S1	Meall a' Chathaidh: Cairn	-	<p>Desk Based Assessment</p> <p>A cairn (S1) is shown on the modern Ordnance mapping, however it is not shown on any historical mapping and therefore likely to be modern. The cairn are visible on modern aerial imagery.</p> <p>Walkover survey</p> <p>The cairn was difficult to identify during the walkover due to the construction of a modern boundary fence to the South and a modern farm track that cut through the land beside S1's location. The area was densely covered in tussock grass as well as clusters of heather which hindered the identification of the cairn S1.</p>	NN 7344 6793	
S2	Meall a' Chathaidh: Cairn	-	<p>Desk Based Assessment</p> <p>A cairn (S2) is shown on the modern Ordnance mapping, however it is not shown on any historical mapping and therefore likely to be modern. The cairn are visible on modern aerial imagery.</p> <p>Walkover survey</p> <p>The cairn was distinct in the landscape with a collection of grouped stones at its peak. A modern boundary fence ran alongside the South West base of the cairn. Atop S2 stood a post from an older boundary fence and the area was densely covered in heather and bog filled land.</p>	NN 7484 6777	

No	Site	HER Ref:	Description	NGR	Image from Site Inspection
S3	Meall a' Chathaidh: Cairn	-	<p>Desk Based Assessment</p> <p>A cairn S3 is shown on the modern Ordnance mapping, however it is not shown on any historical mapping and therefore likely to be modern. The cairn are visible on modern aerial imagery.</p> <p>Walkover survey</p> <p>The summit was well defined in the landscape and appeared to have three peaks, of which two were wholly natural. The third and highest peak held a small stone cairn. A spread of stone on the northern slope, below S3, may have been the source of the cairn material. The slope continues and is subsequently cut off by a modern pathway created for a modern telecoms mast (1984).</p>	NN 7485 6799	
S4	Tomicaldonich Field System.	Canmore: 131650 PKHT: MPK8858	<p>Desk Based Assessment</p> <p>The Tomicaldonich Field System is not located on Roy's Military Map of Scotland and the 1st Edition Ordnance Survey, therefore the date of the enclosure cannot be pinned down any closer than 1752-1860. Within the development area it consists of a curved wall running northeast-southwest to the south of the railway. The wall does not collect to anything, suggesting that it was part of a planned enclosure that was under construction when the farmstead was abandoned. The Perth-Inverness rail line (1861-1863) which forms the immediate northern boundary of the study area separates the curving field boundary from the remainder of the field system and indicated that at least the southern portion of the field system had fallen out of use by this time.</p> <p>Walkover survey</p> <p>The field system was not discernible at the closest connection to the Railway line due to bracken and felled tree branches. The main body of the field system was identified during the walk over as loose stones that were partially covered by bracken and heather. The field system ran on a NE-SW axis and measured a width of 1.3m.</p> <p>S4 continues over two streams and subsequently ends as a large cluster of stones. The end of the field system could indicate a clearance cairn or that the field system was potentially disrupted due to the construction of the nearby railway line.</p>	NN 7429 6922 – 7449 6928	

No	Site	HER Ref:	Description	NGR	Image from Site Inspection
S5	Crieff To Dalnacardoch Military Road.	Canmore: 87558 PKHT: MPK7324	<p>Desk Based Assessment</p> <p>S5 is a section of the military road constructed by under General Wade beginning in 1730. The road ran from Crieff to Dalnacurdoch, entering the study area as it ran north from Dalchalloch, climbing over the saddle between climbing between Meall a' Chathaidh and Meall Dail Chealaich. The road continues north onto the valley floor of Glen Garry before terminating 700m to the north of the study area where it joins the Dunkeld to Dalwhinnie road on the northern side of the River Garry.</p> <p>The construction of the Crieff to Dalnacurdoch road commenced in 1730. The section of road within the study area is a cut off section of road that was abandoned when the road was improved in the early 19th century, most likely to create a line more suitable for horse drawn vehicles.</p> <p>Walkover survey</p> <p>S5 connects to the modern road that weaves through the landscape, running along a N-S axis. The military road appears to be used by modern farming vehicles and those attending to a modern engineering structure on the left bank of Feith Mhorair roughly 100m from where the military road meets the modern road. Both ends of the road are very distinct in the landscape with the central stretch identifiable yet partially covered by patches of heather and bracken.</p> <p>The road passes through the Allt Culaibh however, the Allt Culaibh Burn bridge (Canmore 150287) was not discernible during the walkover with the road briefly disappearing into the high bracken before becoming visible when the road cuts around the small hills in the landscape. The road measured a width of 2m.</p>	NN 7266 6836 – 7275 6911	

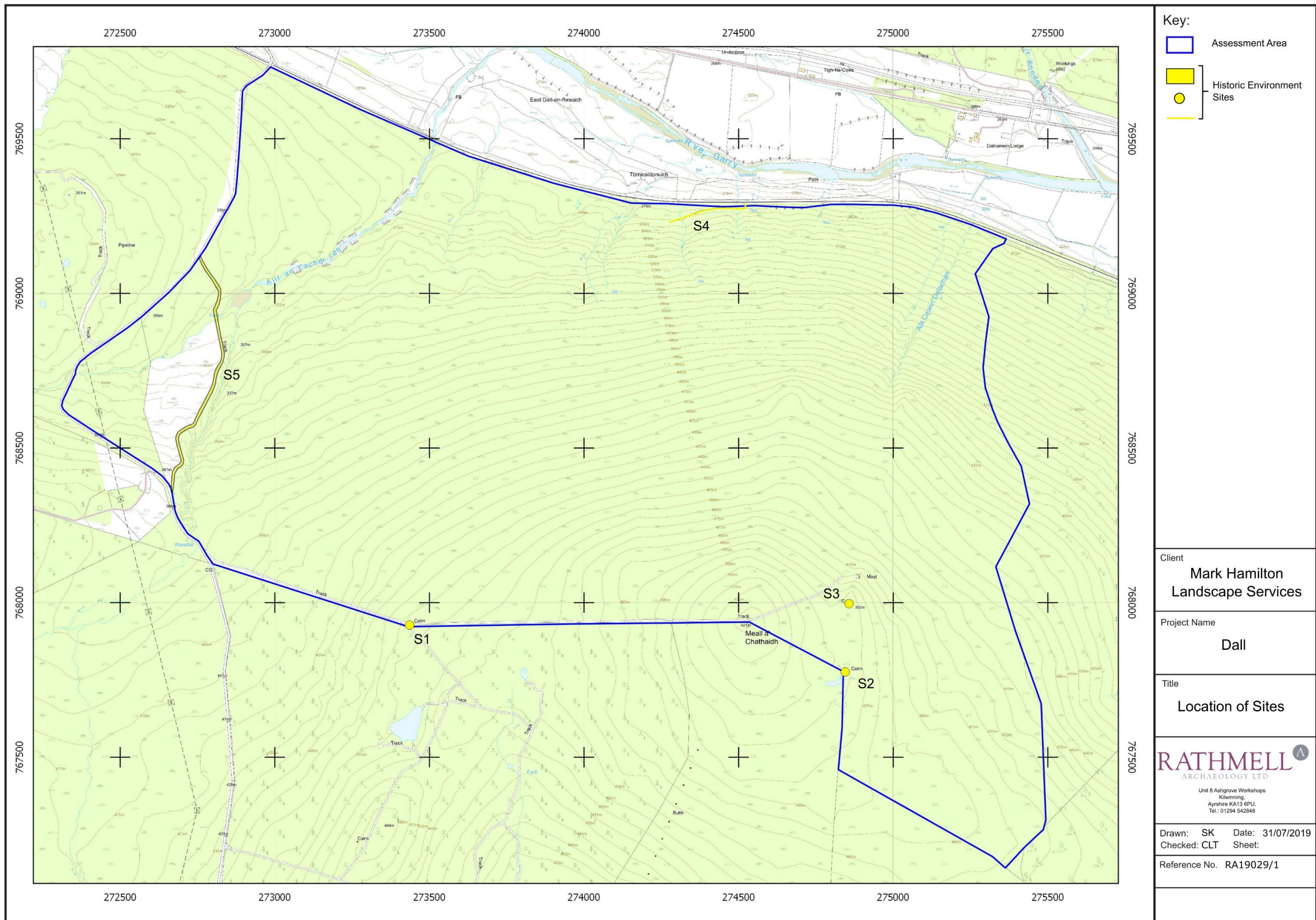


Figure 4: Location Map showing Historic Environment Sites and assessment area

Management Guidance

41. The assessment identified nine historic sites within the Dall assessment area. Not all sites are of equal merit or have equal potential to contribute to the comprehension of the Historic Environment. A fourfold significance is used to reflect the scale of contribution running, from high to low, as National, Regional, Local and Other, where Other denotes a minimal significance. Presented below is our guidance on how we recommend the known historic environment sites should be treated within any Forest Design Plan (summarised in Table 2).
42. Cairns **S1** to **S3** are all apparently modern in character, therefore likely to date to the 20th century. Due to this all three cairns have been ascribed Other significance and as such **no** action is recommended (though if at all possible no unnecessary damage should be caused to the sites).
43. The relict field wall **S4**, the southernmost element of the Tomicaldonich field system, was depicted on the 1st edition Ordnance Survey and as such may date to the early 19th. As such this contributes to the historic character of the land and has been ascribed Local significance and should be protected by a 5m buffer. Consideration should be given to retaining the ground between the extant wall and the railway to the immediate north as a larger clearing. This would facilitate the appreciation of the interrelationship between the 1860s railway and the earlier field system (though this is predominantly to the north of the railway).
44. The offcut section of the 18th century Military Road **S5** is an element of a national road building programme to facilitate the Hanoverian control of Highland Scotland. While this section does not exhibit any characteristics beyond that of a normal section of such road, the realignment of the public road in the early to mid-19th century has ensured its survival in a state closer to that when originally built. On this basis this offcut section has been ascribed Regional significance and should be protected by a 10m buffer. Further forestry operations should not utilise this road for machinery or vehicles, where possible other machinery and vehicles should be excluded except where their character or scale are such that the integrity of the monument will not be compromised (ie rutting or erosion will not be initiated).

Table 2: Management Guidance for Historic Environment Sites

No	Site	Significance	Management Guidance	UKFS HE Guidelines
S1	Meall a' Chathaidh; Cairn	Other	A modern marker cairn. No action is recommended but if at all possible no unnecessary damage should be caused to the site.	-
S2	Meall a' Chathaidh; Cairn	Other	A modern marker cairn. No action is recommended but if at all possible no unnecessary damage should be caused to the site.	-
S3	Meall a' Chathaidh; Cairn	Other	A modern marker cairn. No action is recommended but if at all possible no unnecessary damage should be caused to the site.	-
S4	Tomicaldonich; Field System	Local	The 19th century field system is associated with the settlement to the north of the railway, if	GFPR 2 SFM 11,18

			<p>separated from it.</p> <p>Protection of the extant wall with a 5m buffer, maintained as an open space.</p> <p>Consideration should be given to the creation of a larger clearing encompassing the open ground between the wall and the railway to the north to maintain the open aspect of the field system.</p>	
S5	Crieff To Dalnacardoch Military Road.	Regional	<p>The offcut section of the 18th century military is a regional asset given the predominant loss of this historic asset within the modern road.</p> <p>Protection of the extant wall with a 10m buffer, maintained as an open space.</p> <p>The road should not be used in forestry operations and other non-forestry wheeled use should be discouraged except where use is compatible with maintaining the integrity of the structure (ie not rutting or initialling erosion)</p>	GFPR 2 SFM 11,18

SFM sustainable forest management. LR legal requirement. GFPR good forestry practice requirement

Conclusion

45. A historic environment assessment was required by Mark Hamilton Landscape Services to inform a programme of tree-planting near Dall, Perth & Kinross. This process identified five historic environment sites relating to the assessment area (Table 1).
46. Our management guidance has covered protection measures for two of these sites. These recommendations are compliant with UKFS Historic Environment Guidelines

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